on the recommendation of Air India.This was done to enable Air India to operate these 3 frequencies themselves. There is no financial loss to Air India on account of this as the revenue accruing to Air India from these additional frequencies is expected to recoup the loss due to the termination of commercial agreement.

Policy on International Operations by Private Airlines

1404. SHRI ANAND SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have taken a policy decision permitting private airlines to operate also on international routes;

(b) if so, the details of the policy and the stipulated conditions for the qualification of private airlines for international operations; and

(c) the names of countries and destinations covered under the new policy?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) (a) to (c) Yes, Sir. Indian scheduled carriers having continuous operations of at least 5 years in the domestic sector and having a minimum fleet size of 20 aircraft have been permitted to operate on all international routes available to Indian carriers under Air Service Agreements with different countries, except UAE, Qatar, Bahrain, Oman, Kuwait and Saudi Arabia.

Financial Performance of National Carriers

1405. DR. M.A.M. RAMASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the national carriers are making continuous losses;

(b) if so, the profits earned or losses incurred by Air India and Indian airlines during the last three years, year-wise;

(c) the reasons for losses, if any; and

(d) the steps taken by Government to make the Indian Airlines and Air India more competitive in view of intense competition they face in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Air India is earning profit since the financial year 2001-02. Indian Airlines has also started earning profits from the financial year 2004. The details of profit/(loss) in respect of Air India

and Indian Airlines during the last three financial years are as under:

Year	Air India	IndianAirlines
2001-02	15.44	(246.75)
2002-03	133.86	(196.56)
2003-04	92.33	44.17

(d) Both the airlines have taken various steps to improve its revenue and profitability which include:

(i) Dry lease of aircraft to increase frequencies to the existing stations, (ii) Implementation of E-ticketing system at all Indian stations and Europe, (iii) Inter airline Through Check-in with other airlines over the network, (iv) Advance Check-in-Facility at CSI Airport, Mumbai, (v) Outsourcing of International Call Centre in UK/USA/Canada, (vi) Flat Beds in First and Slumberettes in Executive class in all B747-400 aircraft, (vii) Upgradation of amenity Kits for First and Executive class passengers, (viii) Advanced Check-in at other airports, (ix) Strict control over Aircraft Material Consumed and better Inventory Management, (x) Monitoring Non-budgetary Expenditure, (xi) Efficient Manpower Management, redeployment excess staff and rationalizing of excessive manpower through VRS, (xii) Efficient Aircraft Utilization, (xiii) Fuel Tankering and Monitoring and (xiv) Outsourcing of Services.

Air Services to Gulf from Southern States

1406. DR. M.A.M. RAMASWAMY: Will the Minister of CIVILAVIATION be pleased to state:

(a) whether there is a long pending demand from Southern States to operate more flights to the Gulf region in view of large number of South Indian people working in Gulf countries and remitting huge foreign exchange to the exchequer of the country;

(b) if so, whether Government propose to operate more flights to the Gulf region; and

(c) if so, the details thereof, and if not, the reasons therefore?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI PRAFUL PATEL) (a) Requests have been received from Governments of Southern States, particularly from Kerala and Andhra Pradesh, for greater connectivity from their respective states to Gulf region.